that in half an hour the last imprisoned body was laid out on the grass. By 1 o'clock, when the company's hospital train arrived, they were making the injured comfortable on straw conches in two empty box cars.

INCIDENTS OF THE WRECK John Bessinger, a soldier in the Eleventh Cavalry, U. S. A, who recently arrived from the Philippines, did noble work. singer, who was on his way from church, helped at least twenty to get out of the car and took chances in having his head crushed in doing so.

John R. Thompson of 256 West 115th street, who is said to be employed at Tom Sharkey's saloon as bartender, had a narrow escape. Thompson was standing on the rear car of the excursion train and jumped from the car as he saw engine 355 of the express come dashing toward him. At first he thought that the engine would slide and slow down. But it never slackened its speed. Realizing the danger, he warned several of the other passengers as best he could and jumped, landing in a heap on the embankment. Just as he reached the ground the collision came.

Thompson was not hurt, but he had soiled his clothes, which he admitted were new. He rendered valuable assistance with the aid of one of the car's fire batchets. DYING WOMAN TAKEN OUT.

The first passenger to be taken out of the debris was a woman. She was badly hurt, and died while the rescuers were taking her to the opposite side of the track. Freida Lehnkull of 71 Catharine street, this city, who was on the car with her husband, Charles Lehnkull, was taken out from under a pile of wreckage. She was half unconscious, but revived when she reached the open

The work of rescue was slow. The top of car 1427, which was rammed completely into 1180, seemed likely to fall every minute. Some of the company's men took great chances of being burt themselves One employee, an Italian, who modestly rused to tell his name, bruised and cut hand in taking passengers from the wred'ed cars.

A young Irishman named John Mannion of 1100 Clinton street, Hoboken, came near losing his life to save that of his friend John Wien of 612 Grand street, Hoboken. Mannion was in the rear car with the three Wien brothers, all of whom were injured. As soon as Mannion heard the crash he made an attept to escape, but his hand became pinioned against the roof of the car and he tore his index finger almost off trying to get out of the car. Finally he succeeded in making in exit, but in doing so a gold ring which he wore became imbedded in his flesh.

Suffering intense pain, Mannion anxjously inquired after his friend John Wien. The latter had been caught between the seats of the cars and was bleeding and bruised. Mannion beard Wien grean and went to his aid with the assistance of one of the rescuing party. He got Wien safely into the open air and the two, although out and bleeding, hugged each other for joy. Mannion said later that he had to cut his flesh to take the imbedded ring from his

A MEDICAL STUDENT'S WORK.

A medical student named Carpenter rendered good service by attending to the wounds of the injured. Carpenter, who was on the train of the express, bandaged and helped the injured until the company's surgeons and some of the village physicians arrived. Dr. Washburn of New York and Pompton Lake arrived at noon. Dr. Wickes, Dr. Hawes, Dr. Shippey and Dr. Colfox, from the village, started for the scene of the accident as soon as they heard of it. One car was set aside for the dead and injured until the relief trainsfrom Jersey

WOMEN GIVE AID.

The train got to Wanaque-Midvale by the time the rescuers had extricated most of the injured passengers. Mrs. David Beam brought plenty of cheesecloth for bandages, and liniment, blankets and cotton. She also aided the doctors in dressing

Dr. Colfox's wife and sister-in-law, Miss Wells, who is a trained nurse, did good service. Mrs. Broadfoot, Mrs. Elliott, Mrs. Dr. Shippey and Mrs. Stevenson also helped A pathetic sight was the discovery by John Horwedel of 169 New York avenue, Hobok in, that his pine-year-old son Walter had been killed in the accident. Horwedel was sitting on the grass in front of the wrecked car caring for his injured foot when his brother Frank, who sat alongside him, told him that he could not find his

"I've tried hard to discover him," said Frank. "but I think he is dead." John told him to do his best. "For God's

sake, look for him." Just as he said this, the lifeless body of his son was taken out of the débris. When Hurdwedel saw his child he fell upon the body and burst into At 4 o'clock the wreckage was cleared

and the usual schedule of traffic was Two German priests of Newark admin-

istered the last rites to some of the dying. The first identification was by Mrs. Stei ber of 17 Eighth avenue, who identified

Mrs. Palmer of that address. John Wiley of 605 Ferry street, Hoboken, had both of his legs broken and smashed. He was buried under the roof of car 1180 and it took some time to reach him. He was carried to the hospital car and stoically watched the doctors dress his legs. During the whole procedure he quietly sucked a lemon which some friend gave him.

SCENES AT THE WRECK.

This wreck, like most other catastrophes where the loss of life and the list of injured are large, had its unexplainable incidents of miragulous rescue A few seconds after the smoke and dust had lifted from the mass of debris a little child, a pretty bit of a German fräulein-she could not have been more than 8 years old-was seen sitting tearless, open eyed and silent, on the top of a bloody pile of débris under which scores of people were lying. She was dressed in a nest white frock and she had a pink ribbon in her hair. When Brakeman Hernandez of the express train lifted the mite to the ground she began to ery for the first time. One scratch, a cut place on her forehead, was the only hurt the little thing received, while in the rear of the last car, where she had been seated, almost everybody else had been killed or

terribly hurt. Some of the scenes that followed the removal of the dead and injured have ter. One woman, a German house wife, dressed in black silk and a flowered hat, was drawn from the débris with only a few bruises and cuts. She was so unstrung she could not keep her feet and collapsed on the grass. A few minutes afterward men carrying a stretcher came to that spot and laid near her the body of a man with his right leg cut off, at the hip. The woman saw the face and gave one scream before she fainted. It was her husband. sed in black silk and a flowered

husband.
Many of the dead were crushed under the trucks of the rear car of the excursion train, and to get them out the car had to be elevated with jackscrews and tackle. Some of these when taken out were absolutely managementable, so badly had they

MERRIMENT BEFORE THE CRASH

All the people killed or seriously hurt were in the two rear cars of the excursion train. These cars were shuffled together as a dealer shuffles cards in a deck when the big locomotive of the regular express train, running 20 miles an hour; perhaps, when the crash came, struck the rear end of the excursion.

excursion.

The rear car was smashed to flinders. The car immediately ahead was split and shattered. In these were about 120 members of the German society who, at the instant of the collision, were singing and making merry after the fashion of their people holiday bent. The fearful force of the collision, telescoping the cars, hurled the passengers in a heap under the broken seats, trucks, and the wreckage of the smashed cars.

In the ten cars ahead many were cut by

smasned cars.

In the ten cars ahead many were cut by flying glass or bruised in frantic leaps for safety when they realized what had hapflying glass or bruised in frantic leaps for safety when they realized what had happened. The jar ran all through the train, splintering the windows and crushing the connecting car ends. None of these cars left the track. In the regular express train none of the passengers was injured, so far as could be learned. All were shaken up by the erash and some of the women passengers became hysterical. Many on the express were looking out of the windows when the train slowed down as Engineer Landwasser put on the brakes in a dows when the train slowed down as Engineer Landwasser put on the brakes in a desperate effort to stop his train, and with cries of fright some of these threw themselves out of the windows or stampeded for the doors. None of the cars of the express was thrown from the track!

All of the trainmen escaped without injury. Engineers Landwasser and McKeon who were on the first and second locomo-

of flercely angry Germans piled off the cars ahead and ran back to the spot where their friends were lying dead or terribly ourt in the wrecked cars.

CURSED THE ENGINEER. One wildly excited German, a big fellow with a red face and a voice that could have been heard for miles, rushed up to Engineer Landwasser and cried:

"You are to blame for this, curse you! If I had my way about it you would be lynched."

lynched.

Word had been passed through the crowd that the engineer was responsible, that he

had passed by the signal.
"Lynch him!" yelled some one, and the crowd began to surge back and forth looking for the engineer. Landwasser lives in Midvale. His neighbors took him, his helper and White of the excursion train and shut them up in an upstairs bedroom

THE ENGINEER'S STATEMENT.

There Landwasser made his statement.

"The block signal was down. I know it "The block signal was down. I know it. I was expecting to catch up with the excursion train, and was looking out for everything. But it was hanging down even with the pole, which means a clear track. The first I saw of the excursion train was when I turned the curve and there it was behind the freight shed only 400 feet away. I'd have saved all those lives if my helper had heard me when I called."

OFFICIAL SILENCES OPERATOR. William Richards, or Will Richards, as William Richards, or Will Richards, as everybody at the twin stations calls the telegrapher operator at Wanaque-Midvale, was ordered by Supt. J. F. Maguire of the Greenwood Lake division to say nothing whatever to the newspapers or to anybody else about the cause of the accident.

body else about the cause of the accident.

A few minutes after the collision, when Engineers Landwasser and McKeon came to the railroad station, about 700 feet from the spot where the accident occurred, they met Operator Richards. All three men were angry and excited. Engineer Landwasser accused the operator of having failed to set the semaphore danger signal. The operator hotly declared that he had ordered his flagman to set the semaphore right, that the flagman had done his duty and that the blame for the crash lay with the engineer for running past flagman and semaphore. The men were on the point of coming to blows when officials of the road sternly ordered them to cease recriminations and to keep silent about the whole

nations and to keep silent about the Operator Richards was not arrested. He remained at the station sending telegrams for the railroad company and for the news paper men until 6:30 o'clock, when he went to supper. He did not seem to be greatly depressed and most certainly did not have the attitude of a man who considered him-

self to blame even in a slight degree.
"I have been ordered by my superiors to say nothing whatever about the matter," said Richards, after he had had his supper. said Alchards, after he had his supper.

A little later when he was pressed for an explanation he made this statement:

"The whole thing was a case of an engineer disregarding flagman and danger

gineer disregarding flagman and consistent signal."

The operator and the members of the period to report at rain crews have been ordered to report at the executive offices of the Erie to-day at Jersey City, where the road will begin its

Jersey City, where the road will begin its investigation as to the cause of the wreck. General Superintendent Van Keuren of the Eria got to the seene of the accident about 1 o'clock. He took personal charge of the work of removing the dead, caring for the injured and of the clearing of the track. Mr. Van Keuren refused to discuss the cause of the accident, saying that the road would make a full and impartial investigation and that nothing of imporance could be said by the road's officials until the investigation had beea held.

Supt. McGuire of the Greenwood Lake branch was at Wanaque-Midvale a helf hour after the smashup. With him was Assistant Superintendent Tucker. These officials at once wired for the wrecking train from Jersey City. With the wrecking train, in response to the superintendent's order.

e to the superintendent's order came a fully equipped hospital car, with a corps of doctors picked up in Jersey City Hoboken and Paterson.

BODIES TAKEN TO LITTLE FALLS. As rapidly and as tenderly as the worl

As rapidly and as tenderly as the work could be done the injured were placed in this hospital car, and when all had been loaded on and laid out on temporary pallets, the car was rushed as a special train to Hoboken, where the injured were placed in the hospitals wherever accommodations could be found for them.

Another car was used to take the dead to Little Falls. 'Coroner Blauvelt of Paterson had arrived an hour after the wreck and had assumed charge of the work. With him was Coroner's Physician McBride. Fourteen bodies were placed in a car and

Fourteen bodies were placed in a car and sent to Little Falls, where they were laid in a temporary morgue near the railroad station. Many of the bodies were so badly mangled as to be impossible of identifica-

tion.

Trainmaster Hoffman of the Greenwood Lake branch of the Erie had the difficult job of getting the track clear. His wrecking train and double crew of men managed to open the way for traffic by 5:30 o'clock, after the track had been blocked six hours and a half.

PICTURE OF THE HORROR.

The accident occurred right in the heart of the village of Wanaque-Midvale. Fifty feet from the railroad track are a dozen houses. John G. Drew, a wholesale flour dealer of Wanaque, was sitting on his front porch with his wife when he heard the crash and the scream that followed. He was one of the first on the scene. Others of the neighbors in that vicinity who helped in the volunteer work of removing the dead were D. B. Broadfoot, Moses Clark and Kiefer Freeland.

Mr. Drew told this story of the wreck:
"My wife and I saw the excursion train draw up to the water tank and we laughed

draw up to the water tank and we laughed at the racket the excursionists were mak-ing with their German songs and their ing with their German songs and their good natured cries to one another. I don't know just how long afterward it was, perhaps five minutes, when I heard another train ceming. It was running at a merry clip. I could tell that by the short, quick clatter of the wheels over the rail joints. In an initially it seemed, the crash came and I remised what had happened. I helped take out thirteen of the injured. Many of their was so badly hurt, their

been crushed by the jamming together of the seats and the onrush of the locomotive of the express train.

A woman and a little boy were among those taken out from under a pile of splintered car seats. They seemed to be all right save for cuts and bruises. They were laid on the green turf near the track. Five minutes later they were dead, from internal injuries, the doctors said.

| legs and arms cut off, or their heads crushed, that they cannot live.

"The screams of the people pinned under the seats and held fast in the wreckage will ring in my ears for many a day. To make the whole thing worse, the wreckage started to burn from sparks dropped from the locomotive of the express train. The fire was quickly extinguished, but not "The stants in the wards."

"The screams of the people pinned under the seats and held fast in the wreckage will ring in my ears for many a day. To make the whole thing worse, the wreckage started to burn from sparks dropped from the locomotive of the express train. The fire was quickly extinguished, but not before one or two of the injured were scorched. Some of the trainmen grabbed buckets of water and put the fire out.

"You could not imagine the horror of the

buckets of water and put the fire out.

"You could not imagine the horror of the sight or the way some of those poor men and women were crushed and mangled. One poor fellow, pinned beneath heavy timbers, begged to be taken out any way they could pull him free. We tied a rope to his feet and tried to pull him loose. His right leg, already half crushed, came away with the rope. There were plenty of such scenes. Platt said:

"There is plenty of talk here in the vil-There is plenty of talk here in the village as to the cause of the wreck. Most of us know the engineers, Landwasser and McKeon, that were puling the express train. They are both old men in the service and trustworthy fellows, and it doesn't look possible that they could have disregarded a danger signal if it had been set." STATEMENT BY GENERAL PASSENGER AGENT

COOKE. One of the first officials to hear of the accident was D. W. Cooke, the general passenger agent. Mr. Cooke kept in touch all day over the telephone with the officials at the scene of the wreck. When seen at his home in Essex Fells, N. J., last night he made this statement.

made this statement:
"A special train of twelve cars carrying
the Plattduetsch Society of Hoboken stopped the Plattduetsch Society of Hoboken stopped at Midvale at the regular water stop. Following this train was the regular Greenwood Lake excursion train, 569, which runs every Sunday. When the Hoboken excursion train stopped the operator in the signal tower failed to set the block signal against the regular excursion train. "The approach to Midvale is around a curve. The engineer, intending to make the Midvale stop, although not moving at full speed, had sufficient headway to strike the rear end of the excursion train."

Mr. Cooke said that the Erie was one of the first railroads to adopt the block signal system, and that this was the only case

system, and that this was the only case of telescoping that had occurred since the system was adopted.

A hospital train of three cars brought the injured to Hoboken, arriving at 3:30 P. M. They were distributed among the hospitals of Hoboken and Jersey City. system was adopted.

THE DEAD AND INJURED. List of the Victims of the Wrecked Excursion Train.

A careful tabulation of the dead and injured in the wreck puts the number of the dead at 16 and the injured at 58. Here is a list of the victims:

Dead. BRCKER, HENRY, Jackson and First streets, Hoboken. KMLLY, E. J., 23 years old, Terrace avenue, Jer-

Sey City.
KOCH, HENRY, Hoboken.
LANE, WILLIAM, Jackson and First streets, Ho-LEHNKULL, Mrs. AGNES, 71 Cathorine street, New MCDERMOTT, EDWARD, 33 years old, 609 Ferry street, Hoboken.
OTTERSTAD, H., First street, Hoboken.
RENZ, WILLIAM, 69 Gold street, New York.
ROHLING, H., Jackson and First streets, Hoboken.
SCHEER, GERORG, 107 Jackson street, Hoboken.
TANZER, HARRY, 41 years old, 313 Peafl street

New York.
WIRDERMIER, WILLIAM, Jackson and First streets, Hoboken.
WINDERNECHT, WILLIAM, Jackson and First streets, Hoboken.
Wiskow, William, 372 Mountain road, West Hoboken.

Two boys supposed to be Walter Horweedle of 170 New York avenue, Hoboken, and William Tanser.

BABCOCK, WILLIAM, 87 Monroe street, Hoboken. BLUBIN, A., 48 North Third street, Newark.

FLAHERTY, ROBERT, 1108 Madison street, Ho-FREISCH, FERDINAND, 90 Jackson street, Ho-GINATTE, JOSEPH, 106 Jefferson street, Hoboken. GARNETT, OTTO, 629 Tenth avenue, New York

GRETTEN, THOMAS, 657 Newark street, Hoboken. HANSEN, R., Jackson and First streets, Hoboken. HORWEEDLE, ANDREW, 167 New York avenue, HOBOKEN: broken arm. HORWEEDLE, FRANK, 170 New York avenue, oboken; files broken; ITERPER, BARBARA, 17 Eighth avenue, New York, IOHNENT, OTTO, 629 Tenth avenue, New York, KANBER, ESTHER, 313 Park street, Hoboken. KANBER, ISIDOR, 313 Park street, Hoboken.

OWALSEI, FRANK, 1108 Clinton street, Hoboken ANO, MARTIN Third and Madison streets. LAWRENCE, WALTER, 213 Thirteenth street DOOKEN. RHNKULL PRIEDA, 71 Catharine street, New OTK.
LYNCH, MICHAEL, 1106 Madlson street, Hoboken,

MANNION. JOHN. 1100 Clinton street, Hoboken; MANNION. JOHN. 1100 Clinton street, Hoboken; Mand badly lacerated, cuts and bruises.

MCFERLEY, JAMES, 88 Monroe street, Hoboken. MCGRATH, JAMES, Hoboken; badly bruised. MCKIERNAN, FRANE, 925 Park avenue, Hoboken. MCKIERNAN, THOMAS, 925 Park avenue, Hoboken. MCKIERNAN, THOMAS, 925 Park avenue, Hoboken. MORAN, MABTIN, Third and Madison streets, 10boken.

oboken.
MURPHY, W. C., 952 Bergen street, Brooklyn.
MYERS, HENRY, 701 First street, Hoboken.
Downey, T. B., 675 Newark street, Hobok MYERS, HENRY, 701 First street, Hoboken.
POWDERLY, T. B., 675 Newark street, Hoboken
(not the former general master workman of the
Knights of Labor).
RICHRIER, JORPH, 563 First street, Hoboken.
RONNE, WILLIAM, 507 West street, New York.
SHAPP, WILLIAM, 1105 Willow avenue, Hoboken.
SOMERIAD, J., Hoboken.
STARR, JOHN, 218 Madison street, Hoboken; both
legs crushed.

STARR. JOHN, 218 Madison street, Hoboken; both legs crushed.

STORE, JOHN, 218 Madison street, Hoboken. SULLIVAN, P. J., 78 Adams street, Hoboken. SULLIVAN, P. J., 78 Adams street, Hoboken, Shock and bruises.

TANBER, ISHDOR, 318 Park avenue, Hoboken, shock and bruises.

TANBER, ESTEER, 513 Park avenue, Hoboken, Internal injuries.

THOMPSON, J. R., 256 East Fifteenth street, New York city, back strained.

TIENSCH, FRED, 90 Madison street, Hoboken. VALERTINE, J. H., 216 Jackson street, Hoboken. WEIN, JACOB, 28 Montrose avenue, Brooklyn. WEIN, JOHN, 612 Grant street, Hoboken. WEST, EUGENE, 657 Newark street, Hoboken. WICHEN, JOHN, 605 Ferry street, Hoboken. WICHEN, JOHN, 605 Ferry street, Hoboken, both feet crushed. (may die of shock).

WINDERNECHT, WILLIAM, 68 Paterson avenue, Hoboken.

WORTZDORLF, ROBERT, 800 Park avenue, Hoboken. These were distributed among the hospitals in Hoboken and Jersey City, except a few of the less seriously injured who were taken home by friends. Most of those in this list, however, were seriously hurt.

The special train which went after the dead reached First street, Hoboken, at 1:10 o'clock this morning with fourteen bodies, and one body was left at Little Falls at the request of the Coroner. The bodies were removed to Undertaker Charles Hoffmann's rooms in Jackson street, Hoboken. The body of William Rens is still at St. Francis Hospital, Jersey City.

FOURTEEN AND MARRIED

To a Sixteen-Year-Old Bridegroom, She Says-In the Gerry Jail.

Mary Carter, 14 years old, of 416 West Thirty-first street, was taken to the West Thirty-seventh street police station last night by her father, who said she had been away from home for three weeks, living in the streets and in bad company.

When questioned at the station the girl

said she was not Mary Carter, but Mary

Mc Que, having been married to Frank McQue, aged 16, of 452 West Thirty-ninth street. She said they were married three weeks ago by the Rev. Dr. Sills of St. Vincette Changle cent's Chapel.

Dr. Sills could not be found. His assistant, Dr. Mitchell, refused to say whether a marriage had been performed or not. Mrs. Moore, McQue's sister, with whom he lives, said that the Carter girl had been about the house for several weeks and had been sleeping on the roof.

The girl was sent to the Gerry rooms.

MURDER IN THE BRONX.

Murderer Believed to Have Jumped Into the East River. During a fight in the Italian colony a 130th street and Lincoln avenue late last night Dominic Reggino of 162 Lincoln avenue was stabled by George Mimicona. Mimicona escaped and is thought to have jumped into the East River.

Reggino died on the way to Lincoln Hospital.

POOR POLITICS, SAYS PLATT.

COMMENT ON JUDGE PARKER'S TELEGRAM TO ST. LOUIS.

The Platform Without a Gold Plank Wa an Irretrievable Error-Looks to the Senator as if the Democratic Party Might Spilt or Lose Zeal and Heart

Senator Platt was asked yesterday at the Oriental Hotel what he thought of Judge Parker's move in sending the telegram to the St. Louis convention declaring that he was for gold, and what the results would be in his opinion. Senator

"I think that it was injudicious and factical mistake as well as poor politics. It may draw to Judge Parker some gold Democrats, but what about the other fel ows? What do you suppose they think? Are they likely to support a man who renounces them, after they have clearly shown the power they still have by compelling the omission of a sound money plank from the platform? It looks to me as if it might cause a split in the party. At any rate, it cannot result in those Democrate going to the polls with the zeal and enthusiasm which are necessary to elect ticket. The omission of a declaration for sound money in the Democratic platform I believe was an error that is irretrievable. I do not think that Judge Parker's personal declaration has helped matters any. Without such a plank the party still stands for free silver. Roosevelt will beat Parker in this State and will be he man elected."

Senator Platt said that he knew ex-Senator Davis, the Vice-Presidential nominee, personally, and thought highly of him. "I do not believe the fact that he is 8

years old counts very much in his case, said Senator Platt. "He is a very strong man and a very vigorous man for his age As a candidate I believe he would have been stronger if he came from a State other than West Virginia. His nomination can be accounted for in one way by the fact that he is a very intimate friend of the distinguished Senator from Maryland, Mr

Asked whether he thought there was still a possibility that Judge Parker would decline the nomination on account of the platform, Senator Platt said:

"Judge Parker has shown from the first that he wanted the nomination as badly as any man could."

In Partyblican circles westerday the

as any man could."

In Republican circles yesterday the opinion was expressed that while Judge Parker had somewhat improved his chances by his declaration, he still stood committed by his party to certain defeat. William Barnes, Jr., chairman of the State executive committee in charge of Republican headcommittee, in charge of Republican head

quarters here, said:

"While Judge Parker took the only way out of the dilemma that he found himself in and has made a sort of personal platform so far as the money plank is concerned, he cannot remove the distrust that will be felt of a party that refused to say it had he cannot remove the distrust that it had felt of a party that refused to say it had done with free silver. That distrust will be felt everywhere among those who have watched the course of events at St. Louis. The party has said it was for free silve and has refused to take it back. The divided opinions of its leaders and the distrust that will be caused among business interests of the party, despite any personal views of its candidate, will, in my opinion, make Republican success a certainty in this State and in the country at large.

There were few Democrats in town yesterday and the Democratic Club was almost deserted. Among the few who were there there seemed to be a feeling of esteem for Judge Parker and a feeling of hopefulness for Democratic success now that he had come out for gold. Dr. John S. Cosby, who used to be Health Commissioner,

"Every one to a man will be for Judge Parker now. He has done something un-equalled in our political history for its manliness. He will rally all the sound money Democrats to him and Tammany will give him loyal support, no matter what its attitude has been. Tammany what its attitude has been rammany was for McClellan at heart and not for Cleveland. But now we're for Parker. He won't cause any defection. With Coler we only lost the State by a narrow margin, rker in the people's estimation all right now and nothing could be better.

MEANS HARMONY IN KINGS.

Parker's Nomination Will Unite Warring Factions, Returning Delegates Say.

The consensus of opinion among Democrats in Kings county yesterday was that he Democratic national convention had selected the strongest man. The delegates who returned to Brooklyn from St. Louis last night were positive that Judge Alton B. Parker would sweep the country.

Besides this, many were of the opinion that Parker's nomination would do more than anything else to bring about harmony in Kings county. It also seemed to be th general feeling that Senator McCarren had been strengthened by the nomination of Parker.

"Our coming home was like a family party," said Deputy Water Commissione Thomas R. Farrell, the Democratic leader of the Eleventh Assembly district. "We all went to St. Louis together, that is, we who represented the various factions in Brooklyn; we went there to bring about the nomination of Judge Parker. On our way home we were enthusiastic and harmonious. There was no factional feeling. We are all determined to take off our coats and fight together for Parker's election, a thing which I consider is absolutely

assured. "There is no issue in Ki ngs county except the election of Parker. We will sustain any man who supports Parker. The only thing for Democrats to do is to work for Parker's election and that can best be brought about by harmony.

Comptroller Edward M. Grout, Luke D. Stapleton, Herman A. Metz, president of the Democratic Club of Kings county; James S. Whitehouse and others who had James S. Whitehouse and others who had attended the St. Louis convention, arrived in Brooklyn shortly before 7 o'clock last evening. Mr. Grout went immediately to the Brooklyn Club, of which he is the president, and when asked about the Democraic national convention said that the Democrate had nominated an ideal candidate for President, one that the people Democrats had nominated an ideal candidate for President, one that the people could rally around; a man who was acknowledged one of the best jurists of the Empire State and who would make a good impression when the people saw and heard him.

Touching on the failure of the convention to insert a gold standard plank in the platform, Mr. Grout said that Judge Parker's course was manly, dignified and courageous. He believed that Charles F. Murphy and the other leaders would give Judge Parker the most enthusiastic sup-Judge Parker the most enthusiastic sup-port, and he did not think there was an possibility of Democratic defeat.

WATTERSON IS SATISFIED. Doesn't Think It Matters Whether the

Gold Plank Was In or Out. LOUISVILLE, July 10 .- In reviewing the Democratic platform Mr. Watterson, in the Courier Journal, to-day says:

the Courier Journal, to-day says:

It would have been better for the general committee to let the gold plank of the subcommittees stand. Since the matter came up at all, though the wisdom of bringing it up may be questioned, nothing was to be gained by striking it out. If the purpose was to flatter the free silver men it was superfluous, because there is no free silver man of sense or judgment who does not know that the paramount issue of 1826 is as dead as the institution of African slavery.

If it was to placate Mr. Bryan, that was to reward a man for planning infinite mischief, whose influence and following cannot assure us one solitary State in the Electoral College. But we are free to say that as an unfinohing and undoubting advocate of sound money we are not disturbed in the least by the circumstance either of its omission or its adoption.

FIRE TO RIDE A MURDER. Woman's Body Found in Cellar of Buildin Which Had Been Ablaze.

ROCHESTER, N. Y., July 10 .- The body of a young woman who had been strangled to death was found in the cellar of Hallauer's packing house in the village of Webster, ten miles from this city, at 11 'clock to-night.

Since last Friday the Sheriff's office had been investigating a fire which occurred in this building, incendiarism being suspected. It now seems that the effort burn the building was made to cover up the evidence of the murder.

The crime was discovered as the result of an attempt upon the part of the murderer to remove the dead girl's body from the cellar after the effort to burn the building

The watchman heard a noise in the cellar at 11 o'clock at night and, going there to investigate, he stumbled across the body Whoever had made the noise that had attracted his attention had managed to escape The Coroner and Sheriff with severa deputies have gone to the packing house The identity of the girl has not yet been discovered. She was apparently about 20 years of age and was fairly well dressed. Several finger marks on her throat showed how she had met her death.

EXPLOSION WRECKS A TOWN. Dynamite and Powder Blow Up After Lightning Hits a Storehouse

SANDUSKY, Ohio, July 10 .- The little town of Marblehead, on the meninsula across the bay from this city, was wrecked by an explosion of dynamite and powder last night. every building in the town being more or less damaged and possibly 100 persons injured. No one was killed.

Lightning struck the magazine of the Kelley's Island Lime and Transport Company, a Cleveland corporation, and about twenty-five tons of dynamite and 200 kegs of powder in the building exploded. All telegraph and telephone wires were burned

WINS SUIT FOR \$40,000. Inventor's Son Will Get Property Willed Away by His Stepmother.

An opinion upholding the contentions nade by Clement C. Clawson, a Newark inventor, has been rendered by Vice-Chancellor John R. Emery in a sui brought by cellor John R. Emery in a suil brought by Clawson in that city to obtain property valued at about \$40,000 which, he alleges, his stepmother, who died recently, had wrongfully willed to her own relatives. Clawson contended that his father, the late Col. H. T. Clawson, always intended that hie property should go to him, and that his wife, after her husband's death, agreed to make a will leaving the property to stepson. She did not do so, however, willed it to a number of her relatives.

clawson asserted that the money thus devised to his stepmother's relatives was made largely by himself. Col. Clawson invented many machines, mostly of the nickel-in-the-slot order, but the son organized companies and put the inventions on the market and really conducted the on the market and really conducted the larger part of the business. The son avers that the father always intended that his wife should have only a life interest in the estate and that at her death it should

MINERS TO MEET TO-DAY. To Discuss the Check Weighmen and Check

Docking Boss Grievance. WILKESBARRE, Pa., July 10 .- Delegates representing 78,000 mine workers of the Lackawanna and Wyoming districts will meet at Pittston to-morrow in annual conwention to discuss several matters of much importance. Chief among these is the reply of the Scranton Coal Company to the check weighmen and check docking boss grievance, which is far from satisfactory to the miners because it does not settle the dispute finally. Several other large com-panies have not as yet signified their intention to take action in the matter, and the convention will adopt plans to compel them

to do so.

A radical element is expected to ask that the miners' representation on the conciliation board be withdrawn, on the ground that the operators do not recognize the decisions of the board which are not in their

President Nichols is to propose an insurance plan and to make his annual re-port. There is no opposition to the re-election of President Nichols, Vice-President Ruscavage and Secretary-Treasurer Demp-

PHIPPS SETTLEMENT COMING Negotiations for an Arrangement Between

Husband and Wife. PITTSBURG. July 10.-The settlement of the trouble between Lawrence C. Phipps and his wife, Genevieve Chandler Phipps, it neounced will shortly be made on terms satisfactory to Mrs. Phipps. Mr. and Mrs. Phipps and their attorneys are maintaining the strictest secrecy as to the details of

the settlement.
At the time Mr. Phipps entered suit for divorce in the Denver courts Mrs. Phipps communicated with her husband through the medium of her attorneys. As the re-sult of this communication Mr. Phipps came to Pittsburg and entered into nego-tiations for a settlement of the case outside of the courts. Once there was a rupture in the negotiations, and Mr. Phipps returned to Denver.

The negotiations were later resumed and now, according to trustworthy reports,

are approaching final settlement. TERRELL COMMENDS PARKER. Governor of Georgia Praises the Judge for His Telegram to Sheehan.

ATLANTA, Ga., July 10.—Concerning Judge Parker's telegram to the Democratic convention and the convention's reply, Gov.

Joseph M. Terrell said to-night:

"The telegram was a truthful and candid "The telegram was a truthin and candid expression of a wise and honest leader. This act clearly demonstrated that the convention made no mistake in nominating Judge Parker. While the views set forth in the telegram were generally accepted as the position of Judge Parker, he no doubt wanted that position made a matter traced exthat none might misunderstand.

of record, so that none might misunderstand.

"The American people like truth, candor and honesty. The answer of the convention was proper, as the platform should deal only with live issues. As to the money question, as was said by Mr. Littleton in his nominating speech, there is no principle which does not rest upon a condition which does not rest upon a condition ple which does not rest upon a condition and there is no condition which may not change. This is unquestionably true as shown by the history of our monetary legislation for the last century.

"Every free silver Democrat of 1896 can, without the slightest sacrifice, support the platform and ticket of 1904."

GRAY APPROVES PARKER'S ACT. Says That It Has Strengthened the Demcratic Situation.

WILMINGTON, Del., July 10.-Judge George Gray was asked to-night for an expression of his opinion of the action of Judge Parker in sending his telegram to the Democratic national convention and the reply framed by the convention.

and the reply framed by the convention.

He said:

"The telegram sent by Judge Parker to the convention was manly and honest, and such seems to have been the opinion of the delegates. The telegram and the answer to it indorsed by the convention have strengthened the Democratic situation."

Encroaching Property Holders to Fight PATERSON, N. J., July 10 .- Forty-three property holders, who are said to have encroached on the Passaic River shore line, were served with notices from the city years by the on or its DR. BRUSH'S KUMYSS.

The Ideal Summer Beverage. Made from Rich, Pure Milk.

A Food-Drink, Nourishing, Healthful, Delicious. Put up in pint bottles only. If a druggist offers you a split it is not Dr. Brush's Kumyss, but an imitation. See that you get the genuine.

Try it for luncheon. One dozen Bottles, \$2.50, delivered free to any part of New York City or Philadelphia. Keeps in any climate and shipped everywhere.

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MUST WED BEFORE SHE LANDS | Forsythe's

MID-SEA COURTSHIP RUNS AGAINȘT ELLIS ISLAND MAN.

ladame Showed Plenty of Money and Didn't Understand-She Fell in Love With a Norse Engineer on the Way and He Vows He Will Marry Her To-day. In the second cabin of the Anchor Line

steamship Astoria, which arrived yesterday from Glasgow, was a Hungarian widow, Mrs. A. B. Rybar, whose husband, a captain in the Austrian army, died about six years ago. She recently decided to go ravelling, and her object in coming here was to see her nephew, whose address she had mislaid. She says she sold her house in Vienna just before leaving that city, and, after touring the British Isles, turned her thoughts to America.

The marriageable men among her fellow voyagers devoted much attention to her, but as she could speak no English she found it difficult to get along with anybody except the young man who sat next to her, Carl A. From, formerly chief engi-neer of the Norwegian steamship Therese, on his way to Boston to take a similar place aboard the Norwegian steamship Falk. From and the widow both speak a little German. With this foundation for mutual understanding and the universal sign language of love, they managed to get engaged

As the Astoria is a ten day boat they had still a week to think over the wedding day before landing. They decided to go directly from the ship to a dominie, but they did not reckon with the immigration boarding inspector, who decided that he would not let the widow come in until she had become Mrs. From. The widow exhad become Mrs. From. The widow ex-hibited a lot of Austrain paper money and declared that she was well able to take care of herself, but the inspector said he would have to hold her unless she were married aboard ship or on shore in the presence of the inspector.

There was no clergyman handy in the neighborhood of the Anchor Line dock, and Mr. From suggested that the widow should remain aboard until this morning should remain aboard until this morning, when, he said, he would get a clergyman. The widow wept and she and From kissed and bade each other good-bye until this morning. From went to the Adelphi Hotel, at Twenty-third street and Tenth avenue. He declared that he would be married this morning and that he would take his bride with him aboard the Falk. He is due in Boston to-morrow morning.

ADLER FOR CONGRESS AGAIN. To Run Against Goldfogle in the Ninth, as He Did Before.

It was announced vesterday by friends of Port Warden Charles S. Adler, who carried the Eighth Assembly district seven times against the Sullivanites and the Engelites, that he will be a candidate for Congress in the Ninth district this year against Congressman Goldfogle, who is assured of a renomination by Tammany

Adler was defeated two years ago by Goldfogle in the landslide that was general throughout Greater New York, but he ran several hundred votes ahead of Gov. Odell. The Ninth district is only nominally The Ninth district is only nominally Democratic under the last reapportionment, and at the last city election the Fourth Assembly district, which used to be the banner Tammany district in the Congress district, went Democratic by a narrow margin. Joseph Lewisohn, the Republican leader, declared yesterday that with Adler as a candidate the Fourth district could be carried for him this year which would carried for him this year, which would practically insure his election.

Former Assistant District Attorney Rosal sky, Republican leader of the Eighth As sembly district, also declared that his dis trict could be carried by Adler this year. "There are hundreds of men in this district," he said, "who vote the Democratic ticket in municipal elections, but who vote he Republican ticket in national elections There are enough of them to make Adler

ESCAPE FROM CASTLE WILLIAMS. Two Army Prisoners, If They Didn't

Take the Ferry, Swam Away. When the United States Army prisoners on Governors' Island were rounded up last night to be locked in their cells in Castle Williams, two men were missing. Their names were Raby and Kramer, and they had been employed as trusties about the grounds.

When the news of the escape reached the mainland last night it was too late to get at the prison books to learn the full names and standing of the men. They may have escaped across Buttermilk chan-nel to the Brooklyn shore. A sentry at Governors Island said that A sentry at Governors Island said that the two escaping prisoners broke into the quartermaster's stores and took a civilian's suit and a uniform. In these clothes, it is believed, they had no difficulty in pass-ing the guards and crossing on the ferry. The prisoners were on parole and had the, freedom of the island.

RUNAWAY GIRLS FOUND In a Chatham Square Dive, Far on the

Downhill Road. Two young shopgirls from Philadelphia were found by Detectives Kohn and Mo-Carthy in a dive in Chatham Square at 2 o'clock yesterday morning. They were Lottie Penna and Mary Englebeck. They disappeared from their homes two weeks ago and were traced to this city. After they had spent several days in an uptown they had spent several days in an uptown hotel with a bookmaker and a detective, they drifted down to Chinatown, where they were seen in Callahan's, the Chathan Club and several other places. When arrested they were dancing with some of the young men of the Bowery who have police records.

Magistrate Flammer in the Tombs police court held the Penna girl until Tuesday to await the arrival of her friends from Philadelphia, and turned the Englebeck girl over to the Children's society.

Special Offering This Week

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Former prices \$25 to \$35.

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PATTEN BOAT BROKE DOWN

ELBERON COMES UP IN TOW OF

Little Boat Began to Roll in the Swell

THE MARY PATTEN. Passengers Were Inclined to Be Nervous When the Engines Stopped and the

Off Romer Shoals-Help Came Soon. The little sidewheeler Elberon of the Patten Line, which runs to Long Branch by the inside route, got into trouble on her home trip last night, just off Romer Shoals. Her condenser got out of order (technically the guard of the foot-valve worked loose) and the engines were stopped for

repairs. As soon as the boat lost steerage way he began to roll in the trough of swell which makes itself felt off the shoals, and some of the 500 passengers aboard got nervous. The engineer had to blow off steam after the engines stopped and the noise of the blow-off on the water line as the boat rolled under and clear again, increased the scare. Deckhands went around through the crowd to quiet the

excited ones. They took one life preserver away from a frightened woman. Three boats of the line leave Long Branch on the return trip in the afternoon fifteen minutes apart. The Elberon started for New York at 4:15 P. M. and the Mary Patten left at 4:30. Capt. William Minton of the Elberon says his engines hadn't been still Elberon says his engines hadn't been still much more than five minutes when the Mary came along and gave him a tew. When they caught the weight of the ebb tide at the entrance to the Narrows the hawser parted, and there was more trouble till a new line was passed.

Meanwhile the Elberon's engineer had

got his condenser fixed up and in the upper bay the boat cast off from the Mary and made her landings under her own steam. When she made her Battery landing, an hour and a half late, passengers' esti-mates of the time she had lain helpless varied according to temperament and condition of stomach.

condition of stomach.

S. A. Herman of 313 West 139th street thought it must have been nearer an hour, but he had a grievance. One of the crew had offered to bet him \$500 that the line had never had an accident before. Anyway, the boat rolled long enough to make some of the passengers who had taken aboard fish dinners at Long Branch turn very pale and return the fish to their native element; and the greater number were very element; and the greater number were very glad to get ashore at the first landing. Only a dozen or so stayed aboard until the Elberon reached her Bloomfield street pier. The Elberon is 16 years licensed to carry 700 passengers.

CHINESE DIPLOMAT ROBBED. Jewels and Money Taken From the Boom

of Wong Kai Kah. INDIANAPOLIS, July 10 .- Wong Kai Kah, special representative of the Chinese Government to the St. Louis Exposition was robbed early this morning of \$1,800. He saw the burglar ni his room and made an effort to hold him, but the man escaped. Mr. Wong immediately made an inventory of the things that were missing and he found the stolen articles and their value to be as follows:

Four carst diamond ring, \$700.
Two carst diamond ring, \$500.
Ring set with three smaller diamonds, \$180.
Pearl ring, \$120. Ruby and emerald ring,

Five gold watches, estimated at \$250.
Cash, \$300.
The money was taken from Wong's trouserswhich were under the bed, while the jewelry was in unlocked drawers of the dresser. Most of it belonged to Mrs. Wong.

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proves conclusively that nothing can compare with it as a table-water. Always the same. Pure, sparkling, delicious. HET YELLER WITH STORE OF SOME STATE OF SOME